

TONOPAH DAILY BONANZA

Published every evening, Sunday excepted, by the Tonopah Bonanza Printing Co., Incorporated.

MEMBER ASSOCIATED PRESS



MEMBER NEVADA PRESS ASSN

W. W. BOOTH, EDITOR AND MANAGER

Terms of Subscription by Mail for Daily Bonanza:
 One Year.....\$12.00
 Six Months.....\$7.00
 Three Months.....\$4.00
 One Month.....\$1.00
 One Week.....\$.20
 Delivered by Carrier, \$1.25 per Month.

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Entered at the postoffice in Tonopah as second class matter.

CAUSE FOR THANKS

WITH the approach of Thanksgiving it is hardly necessary to dwell on the enhancement of silver to find reasons why everybody should join in glad acclaim for the benefits derived from the events of the expiring year. This camp has had blessings of so pronounced an order that there is no room for skepticism or pessimism. So much attention has been paid to the abnormal increase in the prices of copper, zinc and lead that one is tempted to overlook the grand opportunities existing for money making right here in little old Tonopah, which was commonly supposed to have extended beyond the peak of prosperity some years ago with the announcement that some of the older companies had passed the zenith of their production and were on the decline. Events prove that the prospects of production have been underestimated and that some of the best ground in the camp remains in the properties that held the honors five years ago. According to the quotation of yesterday, silver has advanced from 52 1/2 one year ago to 72 1/2 cents an ounce. This means a direct gain of over \$200,000 per month added to the revenues of the mining companies operating here, without regard to the gold content of the ores, which remains at the same old standard which cannot be altered by either production or demand. Tonopah is credited with a production of 1,000,000 ounces a month, in round figures, and the difference in the price quoted one year ago and today is, to be exact, \$203,750 a month, or \$2,445,000 more than the same production would have netted last November. This does not cover the prospective profits, which promise to grow until, at least, 75 cents an ounce is attained. In calculating the net results to Tonopah stockholders it should be taken into account that the principal companies are still carrying large reserves of silver, which have been accumulating since the low rate of 46 cents an ounce. The wisdom of the management of these companies in storing their silver has been fully vindicated and the present market means an added wealth of over half a million credited to storage account.

An indirect result of this appreciation is shown in the plans for extensive and intensive development of new territory that is now going on, financed by capital that is confident of a continuance of the present high price. To the worker this means the employment of more men, the purchase of greater and better equipment and the permanent growth of the camp for another fifteen years. So far as Tonopah is concerned there is not a dark spot on the horizon and the outlook is brighter today than at any time since the happy days when the smelters and carriers of the Pacific coast refused to accept any further consignments of ore for the simple reason that they did not have facilities for taking care of the deluge that was pouring in from the young camp just founded on the dusty face of the southern Nevada desert.

FOSTERING TOURIST TRAFFIC

SAN FRANCISCO and Los Angeles are engaged in warm rivalry for the business of entertaining tourists who come to the Pacific coast every year for the sole purpose of finding recreation and entertainment in a change from the monotonous life of the northern country. This is the time when the tourist from the east and other inclement sections turns with longing eye to the sunny slopes of the Pacific and the man with money directs his car to the land where none of the drawbacks of an inhospitable season cool his ardor for outdoor life. Los Angeles specializes with the winter tourist, while the Bay City is content to advertise advantages of mountain retreats for the summer visitor. In either case Nevada is the bridge all have to cross. No matter from what direction they come to the Pacific coast the high, dry plateau country between the Wasatch and Sierras, with its isolation and long distances, must be counted upon. California is so intent on securing the tourist trade that it is disposed to be liberal in considering every drawback to the passage of transients and therefore the hotels, railroads and merchants are willing to donate freely of their profits to soften the asperities of the journey through the next door state, whose sparse population cannot be expected to furnish the means of building long stretches of smooth roads, especially when the substantial benefits would be conferred on another state.

San Francisco is taking care of the main section of the Lincoln highway through the bogs and sands of Churchill county by raising a fund of \$50,000 to place that sector in first class shape for a direct route. Naturally the Lincoln highway can never be more than a summer route at best, while the Midland trail, running from Salt Lake to Los Angeles by way of Ely, Tonopah and the White mountains, is open all year round. The latter is incomparably better, since it gives the summer tourist the preference of close connection with the Tioga gateway in the hot months, while in winter it offers easy access to the semi-tropical centers of southern California without giving thought to the dangers of snowdrifts or torrential storms. If Los Angeles is in earnest about maintaining this route, the enterprising people of that community must necessarily bestir themselves to see that the connecting link in Nevada receives a share of their development fund. The only heavy road work would be found around Horton's, 125 miles northeast of Tonopah, where funds could be spent to advantage. In Esmeralda county a short stretch near Lida calls for permanent construction and in the vicinity of Gold Mountain, in the environs of Tonopah, but in another county, a few thousand dollars would bring splendid returns.

WORK FOR THE NEW COUNTY BOARD

SPEAKING of road work brings to mind the fact that Nye county, one of the largest political subdivisions in the United States, is without a proper road equipment such as might be employed in making permanent improvements on the main arteries branching from this city in every direction. Tens of thousands of dollars have been squandered in vain attempts to smooth the rugged countenance of the desert, but the work has been done in a haphazard way that left no trace of the intentions of the builders after the first storm passed over the scene of these labors. Then

the work had to be done all over again and thus the futile effort has continued from month to month and year to year, until it became a pleasantry for taxpayers to refer to their funds going on deposit in the sand banks of the county. The best economy that can be suggested is for the commissioners to acquire a first class road outfit consisting of traction engine, self-dumping trucks and possibly a rock crusher of the portable type that could be moved readily from one section to another. Instead of employing political pensioners the county should go about this improvement in the way the new commissioners go about their own business, with the object of securing results. If only one mile of road is built a month, let that mile be of the type best suited to the section, with an eye to the future, and not a temporizing experiment to tide over the storm season. Let them build for the future and build in such a way that the tourist travel will be satisfied to linger longer in the state visiting the springs and fishing resorts located off the trunk lines connecting with the California systems. Thus the state would attract visitors of the spending class whose numbers would be increased from year to year as the fame of Nevada would spread away back to the Atlantic coast. California reckons that the tourist trade is worth \$100,000,000 per annum, but that state is an all year round refuge for the idle rich, but Nevada cannot be excelled for coolness and an atmosphere that is a tonic to jaded nerves. The advent of the automobile encourages seekers after novelties and fresh resorts, and, if the road problem is solved, there is no reason why this state should not gain a substantial advantage from entertaining summer visitors.

GOATHAM AROUSED BY FOOD COSTS

DISTRIBUTING STATIONS TO BE ESTABLISHED TO ELIMINATE PRIMARY CHARGES

(By Associated Press.)

NEW YORK, Nov. 22.—A central market so located that steamships could load directly under its roof and with connecting spurs for railroads, was advocated today by John J. Dillon, commissioner of the state department of food and markets, as the most practicable means of combating the high cost of living here.

By eliminating the excessive cost of handling and rebalancing food products, Mr. Dillon said, it was his belief the prevailing prices for food commodities would be materially reduced. Pending the necessary regulations for the establishment of the central market, Mr. Dillon suggested that a co-operative organization be formed at once to finance three stores in different parts of the city. These stores, he asserted, would receive their supplies directly from the producers and sell directly to members of the co-operative organization at cost.

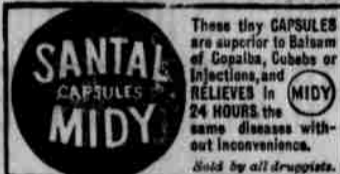
That the problem here has become acute was further emphasized by Deputy Assistant Attorney Markowitz. He announced he was preparing to submit to the grand jury evidence he has collected concerning the increased cost of poultry. So far as the producer is concerned, Mr. Markowitz declared, he has been unable to find any reasonable excuse for the advance. The producer price for the last six months, he added, has not been changed, although housewives now are paying from four to five cents a pound for poultry.

GET YOUR GUNS OUT FOR THE TURKEYS AT BALL PARK

A. Shelly has arrived from Bishop with a big consignment of fat, corn-fed gobblers which he offers to the marksmen of Tonopah on the most liberal terms. The contests will be pulled off at the ball park and a free auto will be at the disposal of those who wish to try their luck in attending the tournament. N21-1t

40 Watt Mazda lamps, 27 cents. 16 candlepower carbon lamps, 20 cents. San Francisco prices—we pay the freight. Lundlee Bros. Adv.N13-1f

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COLOR BLINDNESS.

The Incident That Opened John Dalton's Eyes to His Affliction.
 John Dalton, the famous English chemist and natural philosopher, without whose discovery of the laws of chemical combination chemistry as an exact science could hardly exist, was wholly color blind. His knowledge of the fact came about by a happening of the sort which we call chance. On his mother's birthday, when he was a man of twenty-six, he took her a pair of stockings which he had seen in a shop window, labeled, "Silk, the newest fashion."
 "These have bought me a pair of grand hose, John," said the mother, "but what made thee fancy such a bright color? Why, I can never show myself at meeting in them."
 John was much disconcerted, but he told her that he considered the stockings to be of a very proper go to meeting color, as they were a dark bluish drab.
 "Why, they're as red as a cherry, John!" was her astonished reply.
 Neither he nor his brother, Jonathan, could see anything but drab in the stockings, and they rested in the belief that the good wife's eyes were out of order until she, having consulted various neighbors, returned with the verdict, "Varra fine stuff, but uncommon scarlet."
 The consequence was that John Dalton became the first to direct the attention of the scientific world to the subject of color blindness.

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DEATHS

1913.....75
 1914.....78
 1915.....101

Think it over. Concerted action for sanitation might save lives.

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